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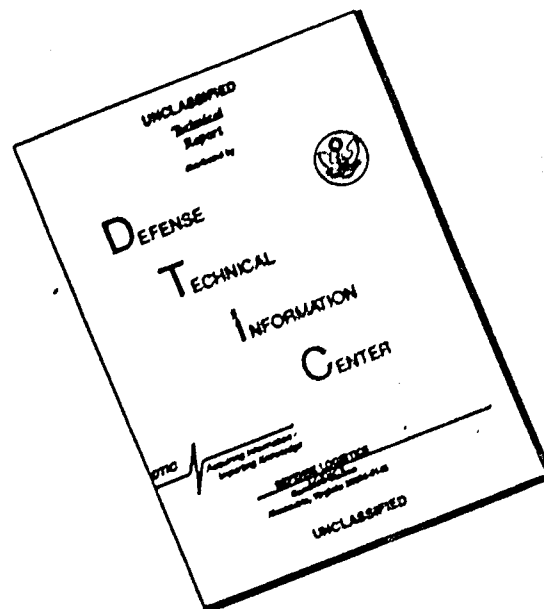
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(18) OACSFOR (19) OT-RD-670659

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DEPARTMENT OF THE ARMY
OFFICE OF THE ADJUTANT GENERAL
WASHINGTON, D.C. 20310



IN REPLY REFER TO

AGAM-P (M) (20 Nov 67) FOR OT RD 670659

27 November 1967

(11) 10 Aug 67

SUBJECT: Operational Report, Lessons Learned, Headquarters, 34th
General Support Group (AMGS) Period Ending 31 July 1967

(12) 25 Jul

TO: SEE DISTRIBUTION

(9) Operational rept. for quarterly period ending 31 Jul 67.

1. Subject report is forwarded for review and evaluation by USACDC in accordance with paragraph 6f, AR 1-19 and by USCONARC in accordance with paragraph 6c and d, AR 1-19. Evaluations and corrective actions should be reported to ACSFOR OT within 90 days of receipt of covering letter.

2. Information contained in this report is provided to insure appropriate benefits in the future from Lessons Learned during current operations, and may be adapted for use in developing training material.

BY ORDER OF THE SECRETARY OF THE ARMY:

C. A. Stanfield
C. A. STANFIELD
Colonel, AGC

Acting The Adjutant General

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DEPARTMENT OF THE ARMY
HEADQUARTERS 34TH GENERAL SUPPORT GROUP (AM&S)
APO 96307

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SUBJECT: Operational Report for Quarterly Period Ending
31 July 1967 (RCS CSFOR-65)

THRU: Commanding General
United States Army, Vietnam
APO 96375

TO: Assistant Chief of Staff for Force Development
Department of the Army (ACSFOR DA)
Washington, D.C. 20310

(U) Under the provisions of United States Army, Vietnam (USARV) Regulation Number 1-19, dated 8 February 1967, the following report is submitted in two Sections.

SECTION I

1. (U) MISSION: Provide Army Aircraft Maintenance and supply Support (Aircraft, Aircraft Repair Parts; Avionics, Aircraft Armament and Aircraft Armor) to United States and other Free World Military Assistance Forces within the Republic of Vietnam.

2. (U) ORGANIZATION:

a. At the beginning of this quarter the Group was organized as shown in Tab A. During May 1967 two additional maintenance units arrived in-country and were assigned to the Group. Both units were further assigned to the 520th Transportation Battalion. The 20th Transportation Company (Direct Support) was stationed at Chu Chi and the 539th Transportation Company (General Support) was stationed at Phu Loi. During July 1967 the 608th Transportation Company (Direct Support) arrived in-country. The 608th was assigned to the 14th Transportation Battalion and stationed at Dong-Ba-Thin. An updated organization reflecting current units and their locations is attached as Tab B.

*Downgraded at 3 year intervals
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b. The 335th Transportation Company (Direct Support) was designated the Direct Support Company for Task Force Oregon in April 1967 and deployed to Chu Lai in April 1967. The unit is currently providing the direct maintenance and supply support for Task Force Oregon.

3. (C) PERSONNEL:

a. The authorized strength of this Group is as follows:

<u>OFFICER</u>	<u>WARRANT OFFICER</u>	<u>ENLISTED</u>
190	86	4,193

b. The present for duty strength in authorized and provisional status positions is as follows:

<u>OFFICER</u>	<u>WARRANT OFFICER</u>	<u>ENLISTED</u>
212	96	5,086

Note: Present for duty strength includes the 1st Trans Bn (Seaborn) attached for operational control only. Present for duty strength also includes the following provisional units:

- (1) AMMC, GO #1314, Hqs USARV, dtd 26 Feb 66.
- (2) Avionics Electronics Support Company (South)(Prov) dtd 2 Mar 66.
- (3) Avionics Electronics Support Company (North)(Prov) dtd 2 Mar 66.

4. (U) DIRECTORATE OF PLANS AND OPERATIONS:

a. PLANS & OPERATIONS:

(1) Supply & Maintenance Conference: A 34th Group Supply and Maintenance Conference was held in Saigon on 9 June 1967.

(2) Information Briefings: The 34th General Support Group conducts information briefings for key commanders and staff officers visiting RVN. During the past three months briefings have been presented to:

Lieutenant General B. Palmer	Deputy Commanding General	USARV
Lieutenant General E. Doleman	Deputy Commanding General	USARPAC
Major General O.E. Hurlbut	G-4	USARPAC

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Brigadier General A. Lipecomb	Commanding General	11th Inf Bde
Brigadier General W. Coleman	Ass't Division Commander	1st Inf Div
Brigadier General J.M. Kinderdine	Commander	Defense Per- sonnel Sup- port Center
Brigadier General D.E. Riley	Air Force Management Division	Air Force Systems Command
Mr. Coleman Cook	Ass't to Secretary of Army (I&L)	

(3) Modification to TOE 55-457E and TOE 55-458E: On 22 June 1967 MTOE's were submitted on all the 34th Group Direct and General Support Companies. The objective of the MTOE action is to incorporate Change III and the basic TOE's. The MTOE is required to provide the additional avionics maintenance personnel and equipment that are necessary to support incoming aircraft population.

b. TRAINING:

(1) AAMTAP School: The most significant training activity of the 34th General Support Group is the Army Aircraft Mobile Technical Assistance Program (AAMTAP) School under operational and administrative control of the 765th Transportation Battalion which includes the following:

- (a) UH-1B Airframe - two week course - 21 students
- (b) UH-1C Airframe - two week course - 21 students
- (c) UH-1D Airframe - two week course - 21 students
- (d) CH-47 Airframe - four week course - 18 students
An additional CH-47 mobile team provides a two week course of instruction at unit location. During this period mobile classes were held at Phu Loi, Chu Lai and An Khe.
- (e) T-53-L9/11 Engine - two week course - 11 students
- (f) T-53-L-13 Engine - three week course - 10 students
This course conducted by USAAVCOM provided NETT.
- (g) T-55 Engine - two week course - 15 students
- (f) AVCOM Supply - two week course - 15 students

(2) New Equipment Training Teams (NETT): The 34th General Support Group programs requirements and sponsors New Equipment Training Teams which are provided by AVCOM, WECOM and ECOM to update personnel on

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new types of equipment being deployed to Vietnam. During the past quarter the following NETT's were utilized by the 34th Group in RVN:

(a) OH-6A: NETT training on OH-6A was terminated in RVN and the NETT returned to CONUS on 10 May 1967. Revised distribution plans for OH-6A aircraft precluded any further training until aircraft were programed for RVN. The NETT trained 496 officers and enlisted personnel in airframe, engine, armaments and avionics maintenance during the period 27 February 1967 to 10 May 1967. No pilot transition or gunnery training was conducted due to the lack of sufficient training aircraft.

(b) CH-54: NETT Training on CH-54 aircraft was completed on 23 June 1967.

(c) T-53-L-13: NETT will continue to teach at the AAN school until 18 August. At that time the course will be picked up as an AAMTAP utilizing Department of the Army Civilian instructors. The NETT will then prepare to join the AH-1G Cobra NETT upon its deployment.

(d) AN/ARN-82/83OMNI-ADF: USAECOM NETT conducted training at Tan Son Nhut, Nha Trang, and Qui Nhon 15 May through 15 July 67. There were 42 avionics personnel from 34th Group trained in this period.

(e) AN/TRN-25 Low Frequency Beacon: Classes were conducted at Vung Tau and Nha Trang 29 May through 9 June. There were eight 34th Group avionics personnel trained by this NETT.

(f) AN/ARC-131, FM: Classes were held at Vung Tau and Nha Trang 3 July through 8 July and 17 avionics personnel from 34th Group were trained.

(g) AN/ARC-134 VHF: Classes were held at Vung Tau and Nha Trang 24 July to 1 August with 21 avionics personnel from 34th Group trained.

5. (U) DIRECTORATE OF MATERIEL:

a. AIRCRAFT MAINTENANCE:

(1) Aircraft Density: The overall density of aircraft increased from 2493 to 2800 with a slight rise in aircraft availability from 72.0% to 75.1% (weighted average) during this reporting period. It is significant to note that the availability trend from January (70.7%) has been climbing with a substantial increase in aircraft. Attached as Tab C is the performance data for the months of April, May, and June.

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(2) Spectrometric Oil Analysis: The responsiveness of the Okinawa Oil Analysis Laboratory continued to be unsatisfactory to the needs of units stationed in USARV due to its geographical location. With Department of the Army concurrence, CINCUSARPAC directed the oil analysis facility be transferred to RVN. The new site of the laboratory will be Cam Ranh Bay. 1st Logistical Command will administer and support the oil analysis laboratory under the technical supervision of 34th General Support Group. Actual movement of the laboratory is expected to commence in August with USARV aircraft samples being accepted at the new laboratory as the facility becomes operational. A portion of the oil laboratory will remain in operation in Okinawa until the RVN facility becomes operational. Incorporation of USARV aircraft in RVN facility will be supervised by Hq, 34th General Support Group.

(3) Turbine Test Stands: At the beginning of the quarter there were four operational turbine test stands in country. Another new test stand arrived and was assigned to replace the one located at the 540th Transportation Company, (GS), Qui Nhon. The new test stand was shipped by surface transport and was damaged enroute. The new test stand was operable, however, and will be repaired and placed in service. The old test stand will be returned to CONUS for overhaul during the next quarter.

(4) T53/T55 Engine Repair:

(a) T53 engine repair continues to remain at an acceptable utilization of Theater resources with approximately 25% of all T53 engines inducted for repair under the TARP program being returned to service.

(b) T55 Engine repair has improved significantly so that now approximately 23% of all T55 engines inducted for repair are being returned to service.

(c) In May this headquarters approved and forwarded a recommendation for contractor maintenance assistance teams at each general support activity. These teams are an augmentation and extension of duties of contractor personnel presently in country to operate mobile turbine engine test stands. Use of these teams will provide greater skill levels to general support activities and increase the theater capability for engine repair. The recommendation subsequently was approved by Headquarters, USARV and CINCUSARPAC. It is hoped that this proposal will receive favorable consideration at Headquarters, USAMC in order to expedite arrival of these teams in Theater.

(5) Theater Aircraft Reparable Program: The progress of the TARP program during its second quarter of existence has proved its value to the theater. Personnel in the field are aware of the program and it has made them aware of the importance of a reparable program. Positive control of reparable from issue to turn in is the ultimate goal of TARP and this control will be implemented when the NCR 500 is available to the DSUs.

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b. AIRCRAFT SUPPLY

(1) Tailored level conference was conducted with AVCOM, WECOM, and ECOM in June 1967. WECOM and ECOM participated for the first time. Levels for special and intensive managed items were finalized for 1st qtr FY 68 and projected for 2nd qtr FY 68.

(a) 168 AVCOM line items were reviewed. Four (4) items previously negotiated were deleted based upon attaining normal supply position.

(b) 25 ECOM line items were reviewed of which 4 items were deleted from SMI control.

(c) 80 WECOM line items were reviewed of which 7 items were deleted from SMI control.

(d) Next negotiation is tentatively scheduled for first week of September 67 in CONUS.

(2) Project Counter Detachment 4 which arrived in RVN O/A 22 March 67 for 150 days TDY will depart O/A 10 August 67. This detachment conducted a 100% location survey, inventory, and purification of all aviation PLL/ASL records from unit through supporting DSU. Because of time limitation only a small sampling to determine accuracy of location and inventory system could be accomplished.

(3) To resolve a major problem i.e. lack of sufficient and up-to-date technical publications, a publication team from CONUS will assist each aviation unit in a review and submission of documentation to obtain required publications. This team was scheduled to arrive O/A 12 July 67 but has been temporarily delayed.

(4) The first NCR 500 computer is scheduled to arrive in Qui Nhon for the 79th Trans Co (ADS) O/A 26 July 67. This will be the first in-country conversion of an aviation DSU. The 20th Trans Co (ADS) and 608th Trans Co (ADS) received the NCR 500 computer in CONUS and initiated mechanized stock accounting procedures immediately upon arrival in RVN. All units in this Group should be converted by mid-October 67.

(5) An AVCOM Packaging and Crating Team arrived in July to conduct in-country survey of packaging/crating procedures to include conditions of items arriving from CONUS.

(6) To improve the return of reparables each battalion in this Group has organized a team to provide assistance to each customer in preparing reparables for retrograde to CONUS. This includes packaging, preservation, documentation, historical records, and arrangements for transportation if necessary.

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c. AIRCRAFT AVIONICS:

(1) The lack of adequate in-country facilities for the repair and calibration of avionics test equipment continues to impair the efficacy of avionics support in RVN. Approximately 40% of the avionics test equipment in RVN is presently inoperative and/or evacuated to CONUS for repair. Although the 1st Logistical Command has a limited capability, the input to them from sources other than avionics more than exceeds their capabilities. The requirement for an avionics repair and calibration capability within 34th GSG has been recognized by USARV, USAECOM and USARPAC, and more progress is hoped for during the next reporting period.

(2) Action was taken to realign the personnel and equipment authorizations for the continually expanding avionics mission. MTOE's based on the E-series change 3's have been forwarded on ten each 55-457 and five each 55-458 units of the Group. Equipment has been updated for those new systems now on hand and shortly due into RVN. Total personnel and equipment assets will be used to augment existing, as well as to establish new, mission-oriented avionics GS and DS/GS maintenance facilities throughout the command. These MTOE's are presently being staffed by Hq USARV.

(3) There has been an improvement in the general supply posture during this period, and this status has permitted further consideration toward long-range realignment of the avionics maintenance and supply. Positive steps are now being taken toward the goal of removing avionics support from the status of "special management" and establishing the entire effort in routine channels as rapidly as possible. Specific goals for implementation in the coming quarter include:

(a) Establishment of formal DX facilities at each maintenance shop: component at DS, module at GS.

(b) Establishment of one avionics classification point per battalion (AM&S) area.

(c) Maximum utilization of the FAMF's avionics capability for repair and return to stock at AMMC.

(d) Modification of the procedures for offshore support of RVN to return the maximum number of evacuated items to the repair-and-return-to-stock supply transactions.

(4) Group personnel attended the Avionics Support Conference at USAECOM during the week of 12 June. A meaningful exchange of information was accomplished throughout the conference. Of particular significance to the total support picture was the opportunity to brief representatives of DA, USAMC, USACDC, USACONARC, and subordinate elements of these commands, on the present structure and programs underway in RVN. Additionally, the opportunity to address problems of supply and maintenance directly with the cognizant, responsible project people in CONUS agencies has already begun to bear fruit in RVN.

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d. AIRCRAFT ARMAMENT:

(1) During the period covered the DSU's capability to maintain XM-21 and M-5 subsystems was increased due to the receipt of an adequate quantity of GAU 2B/A miniguns and M-75 grenade launchers for DX stock in DSU's. Thirteen (13) GAU 2B/A guns with over 400,000 rounds on them have been sent to U.S. Army weapons Command for evaluation.

(2) The lack of repair parts such as resistor and gear assemblies and bolt sub-assemblies for the minigun have hampered availability of armament subsystems. Most of the DX GAU 2B/A (FSN 1005-903-0751) guns received during the period are now inoperative due to lack of bolts.

(3) The air armament technical assistance program for RVN has expanded considerably since the last Operation Report Lessons Learned period. There are presently eleven USAWECOM technical representatives providing area type assistance from nine (9) locations: Vung Tau, Tan Son Nhut Phu Loi, Nha Trang, Pleiku, Vinh Long, Bien Hoa, Chu Lai and An Khe. It is expected that these nine (9) locations will be maintained by Tech Reps on 4 month long tours.

(4) The receipt of eleven (11) M-5 test sets during the ORLL period has increased DSU and GSU capability to repair M-5 subsystems. Seven (7) each XM-16 test sets FSN 4933-912-3215 are still urgently required. Air armament test equipment shortages continue to crop up as new aviation support units deploy without required test equipment. This problem is increased because new units are not able to give an accurate inventory of test equipment until a month or two after arrival and the armament shop is set up. After shortages are determined it must be determined if Weapons Command has plans to furnish test equipment direct to the unit or if the new units requirements must be added to 34th Group total requirements for test equipment at WECOM.

(5) Maintenance problems have been encountered with the test equipment. A very small percentage of required repair can be performed in country, therefore, there is a requirement for a 5% maintenance float to be maintained at depot level to replace test equipment that must be returned to CONUS for repair. WECOM representatives at the second USAF/C Aircraft Closed-Loop Support Conference advised that test equipment peculiar to the AH-1G Huey Cobra will not be ready for deployment with the Cobra.

(6) A number of actions recommended at the Closed-Loop Conference of 20-25 March 67 have been taken during the reporting period.

(a) Authority to maintain 15% maintenance float and 5% depot stocks of armament weapons and components has received approval.

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(b) 1,100 each Ejection Control Bags for preventing UH-1B/C tail rotor damage have been approved and are on procurement.

(c) DA has validated requirement for 500 each sets of Sagami Mounts. These items being manufactured at Sagami, Japan.

(d) Requirement for 1,000 each XM-158 individual rocket tubes for use on O-1 aircraft for smoke-marking targets has been filled.

(7) Large quantities of aircraft armament peculiar parts have been located in 1st Logistics Command Depot at Qui Nhon. AMMC cut requisitions that were hand carried to Qui Nhon and 438 were filled amounting to over 6,000 lbs of parts.

6. (U) DIRECTORATE OF ADMINISTRATION AND SERVICES:

a. REAL ESTATE AND CONSTRUCTION:

(1) Aircraft Materiel Management Center, Tan Son Nhut: The construction of the Aircraft Materiel Management Center on Tan Son Nhut is now scheduled to begin on 1 August 1967. The project will be undertaken by civilian contract under the direction of the OICC (Officer in Charge of Construction). Several delays have continued to be experienced during the planning phases of this project. Several changes in design were required because of real estate limitations, and the knowledge that computer facilities planned were not adequate for the type computer likely to be received by the AMMC. The building is now funded and all problems relating to its construction appear to be solved.

(2) Qui Nhon Aircraft Supply Depot: Since the period of the last report, progress in the construction of depot facilities continues to be made. At the present time, the cantonment area, constructed by self help, is approximately 75% complete. Three warehouses have been turned over to the depot by the Engineers and the remaining one is nearing completion. Two thousand square yards of hardstand has been completed and all grading has been completed. An additional 18,000 sqyd of hardstand has been directed and the Engineers are attempting to complete it prior to the Monsoon season which begins in October, November in this section of the country. The storage bins necessary for this installation are now arriving in country. During the past month shipments have arrived on five different vessels. The bins are being transhipped from the port in Saigon to the port at Qui Nhon. The progress of the construction of the depot is proceeding rapidly and this facility should be a model depot.

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(3) Movement of 34th Group HHC: The 34th General Support Group HHC and the 58th Transportation Battalion HHD, have been ordered to vacate the compound they presently occupy by 1 September 1967. The units will move into the area previously occupied by elements of Headquarters, USARV, who have since moved to Long Binh. USARV directed the move so the compound could be released to the United States Air Force.

(4) 110th Depot Company: The 110th Depot Company located in Tent City B in the vicinity of the Former USARV compound will remain in its present location. Since the determination that the unit will remain, a request for a self help construction program has been initiated. The unit has been in tents for 18 months and this program will alleviate many problems of the units such as drainage, mildew of equipment and health hazards.

(5) Other Facility Construction Within 34th General Support Group (AM&S): Continuous coordination with the 18th Engineer Brigade has resulted in all facilities authorized 34th Group units being programmed. Directives are monitored through liaison and all directives have been produced for the Phase I, priority construction within the Group. In several instances, notably at Cu Chi, 20th Transportation Company, temporary hardstand has been authorized until permanent hardstand can be constructed. Priority given to the 34th Group units has in all cases been acceptable considering the capabilities of the Engineer units concerned.

(6) Material Handling Equipment: United States Army Vietnam presently has a policy of filling TOE shortages of equipment first. This, coupled with the present freeze of MTOE submissions has caused certain difficulties within the Group. Equipment was obtained prior to March 25, 67 on a USARV Form 47R, which authorized equipment on a temporary loan basis. On 25 March, this form was no longer authorized. The 58th Transportation Battalion (AMMC) has a mission of running the Depot which handles all aircraft repair parts in country. The lack of sufficient MHE on the Battalions TOE has caused a shortage of this equipment as that obtained on the Form 47R could not be replaced as the equipment wore out. Recently, USARV did approve the release of 7 fork lifts on an emergency loan basis. If the MTOE submitted by the battalion is approved prior to the expiration of the equipment loan, this problem will be solved.

(7) Tool Sets: A shortage of aircraft shop sets was relieved in the past several weeks. The shop sets are in Vans and much correspondence had occurred between AMC and this command in attempting to trace Vans which were shipped to RVN. Eleven vans were located in the Long Binh Depot which were being carried in the 14th ICC as trailers and thus were not identifiable. These vans have been identified and issued to various units within the Group.

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SECTION II

COMMANDERS OBSERVATION AND RECOMMENDATION

1. (U) PART I - OBSERVATIONS (Lessons Learned):

a. CONTRACT AIRCRAFT MAINTENANCE PERSONNEL:

(1) Item: A lack of experienced military aircraft maintenance personnel has established a requirement for an augmentation of contract personnel in RVN.

(2) Discussion: Contract personnel were obtained under funds provided by USARPAC and through a service contract in existence at USAAVCOM.

(3) Observation: Contractor personnel began arriving in-country on 2 April 1967; at present there are 486 in-country out of a requested 544. These personnel have been integrated into operational units and their services have been highly beneficial to the maintenance and supply mission. The contractor personnel have been found to be well qualified in their skill classifications and have provided the necessary experience in the critical skills which the military personnel lacked. In addition, they have reduced the effect of the rotational hump of the military personnel and established a continuity in operations.

b. AIRLIFT OF ATTRITION AIRCRAFT:

(1) Item: Effective July 67 all RVN attrition aircraft will be airlifted into RVN.

(2) Discussion: The expanded airlift is necessary due to the increased number of aircraft scheduled for RVN. We are utilizing four arial ports: Tan Son Nhut, Vung Tau, Nha Trang, and Qui Nhon. Vung Tau is also the primary sea port and all ships with aircraft aboard are scheduled there.

(3) Observation: Airlift is desired over sea lift for the following reasons:

(a) It is more responsive to RVN needs.

(b) Aircraft normally suffer less damage.

(c) Corrosion is minimized with airlift and is usually a problem with sea lift.

c. SPECTROMETRIC OIL ANALYSIS PROGRAM:

(1) Item: Responsiveness of the laboratory in Okinawa is unsatisfactory due to its distance from RVN.

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(2) Discussion: The oil analysis facility will be deployed to RVN during the next quarter.

(3) Observation: The close proximity of the oil laboratory to aircraft units in RVN should improve its responsiveness and more effectively administer the oil analysis program.

d. AIRLIFT OF CH-54:

(1) Item: Airlift of CH-54 helicopters.

(2) Discussion: Four (4) CH-54 helicopters have been airlifted into USARV from CONUS aboard Air Force C-133 aircraft. The CH-54's received from CONUS were reassembled, test flown and ready for issue within four (4) days after arrival in-country. Reassembly and test flight of the first two aircraft were accomplished by a ten man team; four personnel from Fort Eustis, Virginia and six personnel from the 1st Cavalry Division. The last two aircraft to arrive were reassembled with an eleven man team; six personnel from the 1st Cavalry Division and six from the 14th Transportation Battalion. One CH-54 has been evacuated to CONUS from RVN aboard an Air Force C-133 utilizing the same eleven man processing team used for incoming aircraft.

(3) Observation:

(a) CH-54 helicopters can be rapidly deployed from CONUS to RVN utilizing Air Force C-133 aircraft. These helicopters can be operationally ready within four days.

(b) CH-54 helicopters can be evacuated from RVN utilizing Air Force C-133 aircraft.

(c) A trained team of ten or eleven men was required to reassemble CH-54 aircraft to have them operationally ready within four days after arrival in-country.

(d) Airlift of CH-54 helicopters is feasible and desirable.

e. REPARABLES:

(1) Item: Retrograde of reparable.

(2) Discussion: The return of reparable from the using unit constitutes a continuing problem.

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(RCS CSFOR-65)

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(3) Observations:

(a) Units lack TOE slots for preservation and crating personnel to handle reparable.

(b) Units lack TOE authorization for proper tools and materials required to preserve and crate reparable for retrograde.

(c) Volume of items involved requires a full time crew.

f. MECHANIZED STOCK CONTROL:

(1) Item: NCR 500 Programs.

(2) Discussion: Many line items in the field of aviation repair parts are acceptable substitutes for prime items.

(3) Observation:

(a) No canned program is presently available that will recognize substitute FSN's for the prime FSN requisitioned by the requestor.

(b) Approximately 1/3 of requisitions and/or receipts involve substitute FSN's.

(c) Manual system of physically identifying substitute FSN's during receiving process and accrediting the prime FSN ledger sheet presents false picture of stockage position on each FSN.

(d) If prime FSN is not accredited with substitute FSN receipts, system will continue to adjust prime RO's, requisition additional stockage, provide status, etc when in fact acceptable substitutes are available in stock.

g. RECOVERABLE ITEMS PROGRAM:

(1) Item: NCR 500 Programs

(2) Discussion: There is a need to be able to identify recoverable items.

(3) Observation:

(a) Magnetic ledger sheet provides a block to identify recoverability code.

(b) Canned programs presently available to NCR 500 computer can not perpetuate the recoverability code of an item throughout the computer from input to output.

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(RCS CSFUR-65)

(c) Positive control of recoverable items is essential if logistical system is to continue to provide timely and economical support to end items.

(d) Many manhours and machine hours will be required to establish manual positive control procedures for recoverable items.

(e) Preliminary investigation of NCR 500 computer system indicates this machine has capability of providing the positive control of recoverable items if a single card column to all canned programs could be made available.

h. AIRCRAFT ARMAMENT REPAIR PARTS:

(1) Item: Aircraft Armament Peculiar Parts in 1st Logistical Command Depots.

(2) Discussion:

(a) Large quantities of aircraft armament peculiar repair parts have been obtained from 1st Log Comd Depots during the past two months. Many of these parts were at zero balance at AMMC and due out to units.

(b) It is believed that at least a portion of these parts have been recently misshipped from CONUS as 1st Log warehouses were purged for air armament parts about seven months ago.

(3) Observations:

(a) 1st Logistics Command has been very cooperative in helping 34th Group personnel to locate and obtain these parts.

(b) A continual search of 1st Log Depots for aircraft armament parts appears to be necessary to insure that all air armament parts are channeled into AMMC.

i. AIRCRAFT ARMAMENT TEST EQUIPMENT:

(1) Item: Requirement for Air Armament Test Equipment.

(2) Discussion:

(a) For direct support and general support aircraft armament shops to operate effectively and perform their assigned mission they must have test equipment to test out and troubleshoot the different armament subsystems they support. In the past the armament subsystems have been deployed prior to test equipment being available. This causes a continual problem of obtaining adequate quantities of test equipment for all support units.

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(b) The problem is compounded when new units deploy to RVN without the required test equipment. 34th Group does not know what the new units requirements for test equipment is until it has arrived, set up its armament shops, and taken inventory. In most cases the armament shops of new units have been unable to become operative until 34th Group has obtained test equipment for them.

(c) Test equipment availability is also hampered with maintenance problems on the test equipment. A very small percentage of the maintenance can be preformed in country, and must be returned to CONUS for repair.

(3) Observations: In order to have effective maintenance support for all aircraft armament subsystems it is necessary that the following actions be taken:

(a) Requirements for air armament test equipment should be determined and filled in the same time frame as the development and deployment of the armament subsystem.

(b) Requirement for air armament test equipment in aviation support units deploying to RVN must be determined and filled prior to the unit arriving in RVN.

(c) A 5% maintenance float of test equipment should be authorized and furnished. This float to be maintained at depot level to allow immediate issue of test equipment to units returning test equipment to CONUS for repair.

J. CONTRACT GCA RADAR MAINTENANCE PERSONNEL:

(1) Item: A lack of experienced military GCA radar repairmen has established a requirement for contract personnel.

(2) Discussion: Requirements for contractor personnel were initiated during the first quarter of CY 67. The approved contract provides two five-man maintenance teams.

(3) Observations:

(a) The first two contract personnel arrived in RVN on 24 July 1967.

(b) Prime utilization of contract personnel will be in the establishment of two GS facilities, at Vung Tau and Qui Nhon, and augmentation of the DS capabilities in the supported units.

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k. TEST EQUIPMENT REPAIR AND CALIBRATION:

(1) Item: Inadequate in-country capability for avionics test equipment repair and calibration.

(2) Discussion:

(a) The lack of adequate capability for avionics test equipment repair and calibration in RVN has necessitated shipping defective items to CONUS for repair and return. The delay involved in this method is untenable due to the resulting excessive backlogs of avionics equipment, the repair of which requires subject test equipment. While some progress was made during the reporting period through the receipt of one AN/TSM-55 calibration facility and authorization of four Kentron technicians, this is far from adequate. Two additional AN/TSM-55A's are needed to accomplish the mission. During the 4th Quarter FY-67, the command had intended to provide six AN/TSM-55A Calibration Vans to the 1st Log Command and three AN/TSM-55A Vans to the 34th General Support Group. The 1st Log Command received six AN/TSM-55A Vans. The 34th Group received one AN/TSM-55, which is the old model, designed for ground communications test equipment and is unable to calibrate all types of avionics test equipment. Additionally, 34th Group does not have the AN/TSM-55 in operation to date, as seven pieces of equipment in the van had to be returned to Okinawa for repair.

(b) USARPAC has recommended that USARV reallocate two AN/TSM-55A's to the 34th GSG.

(3) Observation: Reallocation of AN/TSM-55a Calibration Vans in-country to provide two additional to the 34th GSG would fulfill the requirements for an adequate avionics test equipment repair and calibration capability.

2. (U) PART - RECOMMENDATIONS:

a. SUPPLY:

(1) That TOE's of support units i.e. KD (DS) Detachments, DS companies, GS companies, be revised to include sufficient personnel and equipment to provide a preservation, crating, packaging and transportation capability for large volumes of reparable generated by operating units and their supporting elements.

(2) That the Automatic Data Field Systems Command develop a canned program for the NCR 500 computer that will recognize a procedure of handling prime FSN vs substitute FSN's.

(3) That the Automatic Data Field Systems Command modify the present canned programs to recognize recoverability codes of items.

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b. ARMAMENT:

(1) That 5% maintenance float of aircraft armament test equipment be authorized and supplied.

(2) That test equipment for new aircraft armament subsystems be developed and deployed in the same time frame as the subsystem.

c. AVIONICS: That Hq USARV take action to redistribute AN/TSM-Calibration Vans to provide an additional two to the 34th General Support Group.

4 Incl

1. Tab A - 34th Gen Spt Gp (AM&S) organization as of 1 May 1967.
2. Tab B - 34th Gen Spt Gp (AM&S) organization as of 31 July 1967.
3. Tab C - RVN Army Aviation Performance Data (DA Form 1352)

~~4. Tab D - In-country Contract Technicians~~

Luther G. Jones Jr.
LUTHER G. JONES JR.
Colonel, TC
Commanding

Withdrawn, Hqs, DA

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AVHGC-DST (10 Aug 67) 1st Ind
SUBJECT: Operational Report-Lessons Learned for the Period Ending
31 July 1967 (RCS CSFOR-65) (U)

HEADQUARTERS, UNITED STATES ARMY VIETNAM, APO San Francisco 96375 14 SEP 1967

TO: Commander in Chief, United States Army, Pacific, ATTN: GPOP-OT,
APO 96558

Department of the Army, Office of the Assistant Chief of Staff for
Force Development, Washington, D. C. 20310

1. (U) This headquarters has reviewed the Operational Report-Lessons Learned for the period ending 31 July 1967 from Headquarters, 34th General Support Group (AM&S) (UIC WDE9A).

2. (C) Pertinent comments follow:

a. Reference item concerning lack of TOE personnel to properly retrograde reparable, pages 12, 13 and 16. Concur with unit observation. This headquarters has contacted 34th GS Gp to determine the magnitude of their difficulties. Recommendations made to the 34th Gp were:

(1) Attempt utilizing local engineer or CC&S units to assist in packing, preserving and shipping of reparable. Organic supply personnel would be responsible for supervision of the retrograde operations.

(2) Submit MTOE identifying the personnel and equipment required to perform CC and S functions at the levels where this capability is required.

b. Reference item concerning NCR 500 Mechanized Stock Control, paragraph 1, f and g, page 13. The DSU/GSU Assistance Team, Automatic Data Field System Command, located at 1st Logistical Command, has been advised of these items and will coordinate action directly with the 34th GS Group (AM&S).

c. Reference item concerning Maintenance Float for aircraft armament test equipment, page 14, paragraph 4i, and page 17, paragraph 2b.

(1) Concur.

(2) The rationale that difficulties caused by support units deploying without required test equipment and the necessity to return inoperative equipment to CONUS for repair could be largely alleviated by authorization and issue of a 5% maintenance float of aircraft armament test equipment is valid.

*Downgraded at 3 year Intervals
Declassified after 12 years
DOD DIR 5200.10*

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AVHGC-DST (10 Aug 67)

SUBJECT: Operational Report-Lessons Learned for the Period Ending
31 July 1967 (RCS CSFOR-65) (U)

(3) The capability of 34th General Support Group to maintain new aircraft armament in a high state of combat readiness would obviously be enhanced by the development and deployment of appropriate test equipment in the same time frame as the subsystem.

(4) Recommend that Department of the Army make every effort to insure that necessary test equipment for new aircraft armament subsystems be developed and deployed in the same time frame as the subsystem.

d. Reference item concerning redistribution of AN/TSM 55A Calibration Vans, page 16, paragraph k, and page 17, paragraph 2c.

(1) Concur.

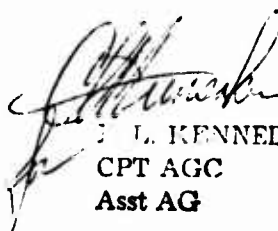
(2) Headquarters, USARV will take action to reallocate AN/TSM 55A Vans in order to provide 34th GS Group with the required capability.

(3) There is no recommended action to higher headquarters at this time.

3. Unit will be notified of actions and comments by routine indorsement which returns this report.

FOR THE COMMANDER:

4 Incl
R.

 J. L. KENNEDY
CPT AGC
Asst AG

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GPOP-DT (10 Aug 67)

2d Ind (U)

SUBJECT: Operational Report for the Quarterly Period Ending 31 July 1967
from HQ, 34th General Support Group (UIC: WDEOAA)(RCS CSFOR-65)

HQ, US ARMY, PACIFIC, APO San Francisco 96558 8 NOV 1967

TO: Assistant Chief of Staff for Force Development, Department of the
Army, Washington, D. C. 20310

This headquarters has evaluated subject report and forwarding indorsements and concurs in the report as indorsed.

FOR THE COMMANDER IN CHIEF:



HEAVRIN SNYDER

CPT, AGC

Asst AG

4 Incl
nc

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SEPARATED FROM CLASSIFIED
CORRESPONDENCE

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34TH GENERAL SUPPORT GROUP (AM&S)

Saigon

1st Trans Bn (DEPOT) (SERN)
(FAMF)

Vung Tau

14th Trans Bn

Nha Trang

58th Trans Bn (AMMC)

110th Trans Co (Depot)

520th Trans Bn

Phu Loi

765th Trans Bn

Vung Tau

79th Trans Co (DS)

Saigon

605th Trans Co (DS) 56th Trans Co (DS)

Qui Nhon

241st Trans Co (Depot)

Phu Loi

Saigon

335th Trans Co (DS)

Phu Tai

330th Trans Co (GS)

Chu Lai (TFO)

Vung Tau

339th Trans Co (DS)

388th Trans Co (DS)

Nha Trang

Vung Tau

540th Trans Co (GS)

611th Trans Co (DS)

Qui Nhon

Vinh Long

604th Trans Co (DS)

AVEL (S) Prov Co

Pleiku

Vung Tau

610th Trans Co (GS)

An Khe

AVEL (N) Prov Co

Nha Trang

34TH GENERAL SUPPORT GROUP (AMGS)

Saigon

<u>1st Trans Bn (Dept) (SRBN)</u>	<u>14th Trans Bn</u>	<u>58th Trans Bn (AMGS)</u>	<u>520th Trans Bn</u>	<u>765th Trans Bn</u>
(FAMF)	Nha Trang	Saigon	Phu Loi	Vung Tau
Vung Tau	<u>79th Trans Co (DS)</u>	<u>110th Trans Co (Depot)</u>	<u>20th Trans Co (DS)</u>	<u>56th Trans Co (DS)</u>
	Qui Nhon	Saigon	Cu Chi	Saigon
	<u>335th Trans Co (DS)</u>	<u>241st Trans Co (Depot)</u>	<u>539th Trans Bn (GS)</u>	<u>330th Trans Co (GS)</u>
	Chu Lai (TFO)	Phu Tai	Phu Loi	Vung Tau
	<u>339th Trans Co (DS)</u>		<u>605th Trans Co (DS)</u>	<u>388th Trans Co (DS)</u>
	Nha Trang		Phu Loi	Vung Tau
	<u>540th Trans Co (GS)</u>			<u>611th Trans Co (DS)</u>
	Qui Nhon			Vinh Long
	<u>60th Trans Co (DS)</u>			<u>AV (S) Prov Co</u>
	Pleiku			Vung Tau
	<u>606th Trans Co (DS)</u>			
	Dong Ba Thien			
	<u>610th Trans Co (GS)</u>			
	An Khe			
	<u>AVEL (N) Prov Co</u>			
	Nha Trang			

RVN ARRT AVIATION PERFORMANCE DATA
BASE - DA FORM 1352

APRIL 67

A/C TYPE	NUMBER ASSIGNED	FLYING HOURS		OPERATIONAL RE.DY		NORM		APRIL 67 NORMS	
		RVN PROGRAM	ACTUAL USARV	DA STD	ASGD USARV	DA STD	ASGD USARV	DA STD	ASGD USARV
C-1	169	70	95.7	86	86.0	11	9.7	3	4.2
U-1	33	60	79.1	75	83.5	20	14.3	5	2.1
U-6	56	50	56.7	79	77.4	15	18.4	6	4.0
U-8	60	65	71.5	77	69.7	15	27.4	8	3.5
OV-1	41	72	67.2	77	78.2	18	12.2	5	9.5
OH-13	135	40	62.6	75	62.8	16	25.7	9	5.9
OH-23	111	40	60.8	75	59.3	16	25.8	9	14.7
UH-1B	223	60	51.6	80	72.9	15	22.5	5	4.4
UH-1C	293	60	56.0	80	74.6	15	16.6	5	8.6
UH-1D	926	60	82.5	80	75.8	15	18.8	5	5.3
CH-47	162	50	51.8	60	71.5	25	21.8	15	6.5
CH-54	6	30	40.0	60	62.4	25	24.8	15	12.6
ALT	2217	57.8	71.1	77.9	74.6	15.49	19.3	6.2	6.1

ARMY AVIATION PERFORMANCE DATA
 BASE - DA FORM 1352

A/C TYPE	NUMBER ASSIGNED	FLYING HOURS		OPERATIONAL/READY		MAY 67 HOURS	
		RVN PROGRAM	ACTUAL USARV	DA STD	ASGD USARV	DA STD	ASGD USARV
0-1	181	70	97.0	86	87.7	11	9.1
U-1	33	60	87.7	75	81.1	20	14.3
U-6	61	50	50.9	79	72.7	15	23.7
U-8	60	65	78.8	77	75.4	15	21.9
OV-1	44	72	61.9	77	72.2	18	10.5
OH-13	134	40	68.5	75	73.0	16	21.1
OH-23	121	40	60.7	75	60.6	16	20.8
UH-1B	207	60	52.2	80	74.2	15	20.6
UH-1C	303	60	59.9	80	72.1	15	18.8
UH-1D	957	60	86.4	80	75.4	15	18.9
UH-1H	52	60	9.4	80	69.0	15	30.9
CH-47	174	50	51.8	60	68.9	25	23.1
CH-54	7	30	32.8	60	56.2	25	30.9
ALL	2334	57.8	72.4	78.1	74.2	15.7	19.3

PMV AVIATION PERFORMANCE DATA
BASE - DA FORM 1352

A/C TYPE	NUMBER ASSIGNED	FLYING HOURS		OPERATION/ILTY READY		JUNE 1967 NORS	
		RVN PROGRAM	ACTUAL USARV	DA STD	ASGD USARV	DA STD	ASGD USARV
C-1	189	70	86.4	86	87.6	11	9.3
U-1	35	60	78.9	75	81.0	20	12.5
U-6	55	50	45.9	79	70.7	15	226.0
U-6	62	65	73.9	77	74.1	15	24.5
OV-1	50	72	50.1	77	61.4	18	33.2
CH-13	127	40	65.1	75	75.8	16	16.0
UH-23	143	40	52.2	75	58.1	16	18.8
UH-1B	189	60	55.6	80	77.1	15	18.3
UH-1C	301	60	59.0	80	75.9	15	16.8
UH-1D	936	60	82.5	80	75.6	15	19.8
UH-1H	106	60	42.6	80	79.3	15	18.2
CH-47	183	50	49.9	60	70.3	25	22.1
CH-54	7	30	29.8	60	67.1	25	28.5
ALT	2383	57.8	68.8	79.1	75.1	15.7	18.9

TAB C3